3 April, 2022

To: Mayor Lynda Salcido, Council members
Re: draft Mobility Hub Study and Program

I am enclosing my comments on the final draft of the Mobility Hub study, retitled "Mobility Hub Study and Program". Thank you for the opportunity to comment. The majority of my comments will focus on the Village and recommendations made by the consultants.

It appears that the consultants were not very familiar with our successful, free transit system, relying instead on the opinions of those attending "Bluesapalooza". Locals and many of our winter guests use ESTA's transit to access MMSA's three portals, as well as MMSA Main Lodge shuttles; all of which are very efficient for skier transport. Many locals rely on free transit, but never need to check the schedules, as the ESTA bus signs show pickup to end routes and times; there is also a "transit" app with arrival times. The consultant's recommendation that ESTA do better marketing is not logical, as those who do not know about ESTA will not go to the ESTA website. Instead, put Mammoth Lakes Tourism, as the Town's chief marketing agent, in charge of all TOML transit information and education for visitors. The Chamber of Commerce can assist in making businesses knowledgeable, and they, in turn, could educate their workers.

It appears that the consultants were not made aware of all the Town-owned/leased property, particularly land near or in the Village. This includes the Town-leased "Crossroads" lot at the SE junction of Minaret and Main Street, currently used to store Public Works materials. It would be suitable for a public/private partnership as a Primary Hub, serving summer ("Bluesapalooza", other events) and winter needs (ski area transit). The "North Village Specific Plan" stipulates that the Primary/Major Gateway is at this intersection of Minaret and Main Street, and during the public planning sessions for the "Crossroads" development in that specific plan, the developer proposed a 100 space parking garage for that corner.

Another Town-owned property located **within** the Village was not even mentioned in this document. This five-acre property has approved plans for a three-story parking structure. An analysis of this Town-owned Hillside parking lot with its waiting-to-be-financed 300-space parking structure on Canyon Blvd would have revealed that, particularly with a pedestrian bridge, it is ideal for the Village Mobility Hub due to a number of factors. It offers winter (and summer) access to the Village center and Canyon Gondola, as well as summer access to Lakes Basin trolleys with bike racks. There was a successful major planning effort by the Forest Service to introduce transit to the Lakes Basin (1998-2000), followed by the Town's introduction of (now) three trolleys/hour. It also offers summer access to Bike Park shuttles to MMSA Main Lodge Bike Park, and winter access to the Lakes Basin Tamarack X-Country Ski Area every hour. Importantly, there would be no need to change transit routes with this site. It appears that consultants were not told that the Town owns this land, with approved plans on file for its construction.

This Town-owned site could be a good candidate for public-private partnership with the Village businesses and hotels, as Mammoth Mountain (MMSA) once had pledged $5mm towards its construction. As the Village is now an important entry portal for MMSA, it is appropriate that MMSA provide partial funding. Also, this Hillside "temporary" 38-space parking lot, along with the traffic ticket studies show need on upper Forest Trail, Canyon Blvd., and Minaret, all close to the center of Village, not at its edges.

Other than minor references to the "Trails Master Plan", it appears that the consultants did not consult adopted plans such as the "General Plan/Update", "Parks and Recreation Master Plan", and "North Village Specific Plan" that have been analyzed through CEQA. The study instead relies on **concept** plans/studies such the "Main Street Plan" and "Walk, Bike, Ride Action Plan" rather than adopted plans. A Mobility Hub Study and Program with no compliance with **adopted** plans (analyzed through CEQA) is of little value. Comprehensive traffic studies would have revealed the strengths and weaknesses of the three Village sites, and determined the feasibility of each, but they were not done. Also, a cost analysis could have been provided for each recommendation. Unfortunately, it appears that the consultants had little knowledge of the "North Village Specific Plan" and others relating to the Village.

I believe that a comprehensive update of the "North Village Specific Plan", as was shown in the Town's 2016-17 Program of Work, is long overdue before we spend more of our tax dollars on another "accepted" incomplete and expensive study that goes "on the shelf". A comprehensive update through CEQA would include not only public comments, but professional traffic studies, business owners' input, and the already approved plans for a 300-space Hillside parking structure. I doubt that the Community Center Park would be shown as a potential mobility hub, as it is in this flawed document.

Thank you for offering a brief period for public comment, as the working group appears to have been completely staff-driven, with only one public member invited. It would have been helpful to have an appendix listing working group members, noting how many times they met, and the minutes of the meetings. I still wonder why there weren't more public members invited to be a part of the working group? At the time, I indicated my willingness to serve, as I was the Town Council's public member of the Local Transportation Commission, and the past chair of the Town's Mobility Commission. However, I was informed by a staff member (not Sandra) that I was not welcome.

Respectfully,
/s/ SandyGHogan
Sandy G. Hogan

Cc: Sandra Moberly, Director, Planning and Economic Development
PEDC Commission
Recreation Commission